

EXTRA STRONG ROPE AND BLOCKS TO HANDLE MACHINERY.

We carry in stock a special 4-strand rope 3/4 and 1/2 inches in circumference manufactured to our order. This rope is 25 per cent stronger than ordinary 3-strand rope.

We also carry extra strong blocks, fitted with metalline or roller bushings. Plantation managers will be furnished with any information in reference to equipment for handling heavy weights, by our manager, Captain C. J. Campbell.

A full stock of well-boring rope. Wire rope of all descriptions and blocks and other equipment for the same. Steam plow rope, guaranteed to be the best in the world.

Special wire and Manila ropes manufactured to order. A full line of paints, oils and varnishes of superior quality, especially manufactured to withstand the action of sea air.

Lanterns and lamps for ships' use, and a full stock of general ship chandlery.

WILDER'S STEAMSHIP CO.,
SHIP CHANDLERY DEPARTMENT.
Captain C. J. CAMPBELL, Mgr.

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"ELK HEAD WHISKY"

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We also handle
BAISS'S ALE AND STOUT.
RAINIER BEER AND CALIFORNIA WINES.

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KAHIKINUI MEAT!

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FOR SALE AT THE

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C. Q. YEE HOP & CO.,
PROPRIETORS.

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"Arabic"

WHEN 'ON,' LOOKS LIKE SNOW.



And has the same cooling effect, but is everlasting.
COOLS FIFTEEN DEGREES.

California Feed Co.
AGENTS

PANORAMA VIEWS
OF THE PALL, HARBOR, CITY, PUNCHBOWL, ETC.
Taken by.....

RICE & PERKINS,
144 Beretania St., are for sale at Wall, Nichols Co.

TO HORSEOWNERS.

HORSES BROKEN TO HARNESS and gaited to trot or pace. Apply C. H. Judd, Waikiki Stables. 6911

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Prof. W. E. SHARP.
Leave orders at Thrum's Bookstore.
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Just Above Orpheum.
GROCERIES, FISH, CALIFORNIA FRUITS.
Telephone No. 441 White

The Latest in Hats is the
SHIRT WAIST HAT
Can be Seen at
MISS N. F. HAWLEY'S
210-211 Boston Building.

NEWS OF THE WATERFRONT

THE DANGER from fire which at all times threatens the shipping and lumber districts was forcibly shown during the Hall building conflagration on Tuesday morning. Had the wind at the time been blowing as hard as it did an hour or two after the fire was under control, there is a strong possibility that the entire waterfront would have been involved, as the lumber yards and storehouses are in a direct line. The Legislature refused to countenance a proposition for protection to the waterfront from the tug Fearless, whose prompt assistance on several occasions in the last few months has demonstrated what a power the tug is as a fire boat. Captain Brokaw made a direct offer for the use of the boat as a fire patrol in the harbor for a sum in the thousands for the next two years, which was refused. Not only can the Fearless be of invaluable assistance to shipping along the harbor front, but several streams of water can be pumped with a heavy force as far as the Hawaiian Hotel with ease. As for water, there is plenty of it in the harbor. The insurance underwriters were especially interested in having the tug added to the fire-fighting machines of the town, and would have borne much of the expense to have had the Fearless placed in commission as such.

Sierra and Sonoma.

The waterfront was a scene of activity yesterday on account of the arrival of the Sierra from the Coast with a large number of passengers for Honolulu, and the departure of the Sonoma for San Francisco with one of the largest lists of passengers in the last three or four months. The new liners of the Oceanic Company are becoming fast favorites with Honoluluans, and many of the Honoluluans who arrived yesterday were loud in their praises of the Sierra, even going so far as to express their sentiments in a resolution presented to Captain Houdlette. The Sierra was sighted about 8 o'clock, and was at the Pacific Mail dock shortly after 10. The passengers were disembarked at this wharf, while the vessel later went to the Oceanic dock vacated by the Sonoma. The Sierra's trip was a little over six days. The only special incident on the trip was the suicide of a steerage passenger named Kennelley, who jumped overboard the second day out. No trace of the man was found, and the vessel proceeded on the voyage after looking for him. His wife is aboard and a subscription was taken up for her. The couple was bound for Sydney. An entirely new crew of firemen was taken aboard just before the Sierra sailed from San Francisco. The firemen were sympathizers with the teamsters, stevedores and other organizations. The Risdon Iron Works supplied the new men. Among the passengers for Honolulu were J. C. Baird, W. A. Bowen and family, Mrs. Porter, Boyd, Mrs. Henry Castle, H. Congdon, Miss Rose Davison, John Ena and wife, E. S. Gill, Mrs. Haalealea, A. Herbert and wife, Walter G. Hyman, Mrs. F. G. Krueger and family, J. Leadingham, wife and family, C. A. Long, Miss M. E. Lyman, Mrs. J. A. Magoon and children, J. F. Merry, U. S. N., Mrs. F. Mosher, W. T. Rawlins, Mrs. B. S. Ricketts, C. du Roi, Mrs. Henry Roth, J. F. Soper, C. H. Traft, George S. Waterhouse, H. M. Whitney.

New Hawaiian Steamer Line.

The San Pedro road is not so stop at the San Pedro harbor. By the time the last spike has been driven a fleet of ocean steamers will be flying the flag of the Hawaiian Islands Navigation Company as an adjunct to the road. These steamers will ply between San Pedro harbor, Honolulu, Yokohama, China and the Philippines, and a controlling interest in the stock of the company will be owned by the same men who control the San Pedro, Los Angeles and Salt Lake Railroad.

K. C. Kerens of St. Louis, who is now in Salt Lake City, the terminus of the road, said the company was being formed. "Many details yet remain to be perfected," said Kerens, "but the steamship line is a certainty. There are to be ten large steamers for passenger and freight traffic, and they will be second to none in the Oriental trade. The steamers will work in conjunction with the road and be practically a part of the same corporation. We have several of the steamers already. They are in the transport service at present, but by the time we need them for our service, the carrying of soldiers to and from the Philippines will be about completed."

Zealandia's Engines Rewarded.

On her last trip to Honolulu something went wrong with the boiler tubes of the Oceanic Steamship Company's Zealandia. Owing to the strike in the Islands, the boiler-makers would not make the repairs, so Chief Engineer Keller and his men had to do the best they could, says the Call. The steamship was fixed up as well as possible under the circumstances and a start was made for San Francisco. When twenty-four hours out the tubes began to leak again, so Captain Dowdell put back to Honolulu, where Chief Keller and his men worked night and day until a good job had been made, and the Zealandia came home in good time and without a mishap.

When John D. Spreckels, president of the Oceanic Steamship Company, was told of how faithfully the engineers and crew had worked, he at once ordered that each man be given a bonus of a month's pay. The following letter tells the rest of the story:

MARINE ENGINEERS' BENEFICIAL ASSOCIATION NO. 35.

San Francisco, July 24, 1901.
J. D. Spreckels, Esq.—Dear Sir: Appreciating your liberal treatment of the Zealandia's engineers in the matter of the extra work done by them while lying at Honolulu during her last voyage, the Marine Engineers' Association desires to express, hereby, the thanks of the organization therefor.

In addition to the pecuniary compensation it cheers the workman and animates him with a desire to continue his efforts when met by the kind recognition accorded by you in this case, which we will endeavor to keep in memory, and we believe that such actions as yours go far toward bridging the gulf which has been, unfortunately, placed between employer and the employee by the spirit of the times.

I have the honor to be yours very respectfully,
WILLIAM WARIN,
Cor. Sec. M. E. B. S. No. 35.

Left Hawaiians Behind.

The crew of the bark St. Katherine have had to pay for the services of a tug and the labor of a lot of natives at Hilo, much against their will. On the trip to the Islands a few weeks ago the St.

Katherine lost a sailor overboard, and when ready to leave Hilo for this port the crew objected to sailing on the ground that the bark was a man short. Captain Saunders, after a brief and fruitless argument, secured the services of ten lusty Kanakas and a tug, and the St. Katherine was towed to sea, the Kanakas having the sails bent and everything ready for letting go by the time the tug was reached. When the Hawaiians were bundled off on the tug, Captain Saunders ordered his men to lay to. They had no other alternative, and the St. Katherine was brought to San Francisco in good shape. Upon paying off the crew the captain compelled the men to reimburse him for the money paid for the tug and the Kanakas, since the St. Katherine's own men had refused to perform the work.

Sierra's Men Well Treated.

The day before the Sierra sailed for Honolulu thirty firemen were taken off the vessel. Walking delegates visited Mr. Spreckels and admitted to him that the men were more than satisfied with the treatment they have received, but were compelled to leave the vessel through sympathy with the other unions. Mr. Spreckels asked whether the food he furnished the men was not better than that the regulation called for, and they said it was. He then told them that the action in taking men off his ships simply had a tendency to drive men like himself into joining the Employers' Association. He said he was perfectly satisfied with his men, and stated that they had been in his employ many years. The men were replaced the day the Sierra sailed for Honolulu. The Spreckels tugboats are still running. They are fitted as fireboats. The men have assured Mr. Spreckels that they will remain with the boats.

A number of boats often seen in this port are tied up by the strike at San Francisco, and may not be able to sail for a few weeks.

Hind, Rolph's & Co.'s Shipping.

James Rolph of the shipping firm of Hind, Rolph & Co., who have entered extensively into the Island trade, came to Honolulu yesterday on the Sierra to look over the interests of the firm at this port. Mr. Rolph says that the business which the ships of the firm have done between the Hawaiian Islands and the Coast has been satisfactory, and additions are now being contemplated to the present large fleet of vessels of all types. A new four-masted barkentine is being built by the firm, to be the largest ever launched on the Pacific Coast. No name has yet been chosen, but it is probable the vessel will be christened Kahului. The vessel will be capable of carrying 2,500 tons of sugar. The firm has an ever-growing fleet of sailing vessels, and have entered into keen competition for the sugar trade. Mr. Rolph remains in Honolulu long enough to look over the branch business established here. It is also his purpose to make a trip to the Island of Kauai.

Andrew Welch Almost Wrecked.

The bark Andrew Welch, after a quick trip of fourteen days from Honolulu with a cargo of 26,229 bags of sugar, was unfortunate in having a narrow escape from going upon Montara reef, several miles south of the Golden Gate. According to the captain of the bark, at 7:30 o'clock yesterday morning the Welch, in a dense fog and calm, drifted to within a mile and a half of the reef, where many good ships have left their bones. Out of the fog, bound from San Pedro, the steamer Alameda appeared, and the captain of the helpless bark was not long in striking a bargain for a tow to San Francisco. The Alameda reached port with the bark about midday. Passengers in the Andrew Welch from the Islands were M. H. Taylor, R. Walker, J. Anderson and Mrs. Godfrey and child.

Waialeale's Pulkia.

The Waialeale, of the Inter-Island fleet, which put back to Honolulu Tuesday night with water in her hold, was relieved of her freight yesterday, and will be put on the Marine Railway at once for an examination of her hull. It is believed that the sleeve over the propeller was the cause of the leak. Up to last night no other cause had been ascertained. The cargo, consisting of fertilizer, was almost a total loss. Since her arrival in port she has not taken any more water.

Bonnie Dundee Refitting.

The yacht Bonnie Dundee is being refitted and restored to her former spick and span appearance. The yacht, which has been lying off the boathouse wharf dismantled and exposed to the weather, will be put in commission again, and will enter the regatta next month. A new mast and bowsprit have been put in, and by the end of the week she will be ready to compete with the yachts of her class.

Shipping Notes.

The bark Alden Besse arrived at San Francisco July 23. The steamer Coptic was expected to sail on August 2 from San Francisco. Steamer Helene worked last night discharging a cargo of sugar on Likiep wharf.

The Coptic crashed into her dock at San Francisco on her last entry and did considerable damage.

The barkentine W. H. Dimond arrived at San Francisco July 31, twenty-two days out from Honolulu.

The steamer Californian, of the Hawaiian-American Company, sailed from Honolulu for San Francisco July 27.

The ship Emily F. Whitney sailed July 31 from San Francisco for Honolulu, with a full cargo for this port.

The transport Sheridan, with General MacArthur aboard, sailed from Nagasaki July 27 for San Francisco. She will probably stop here.

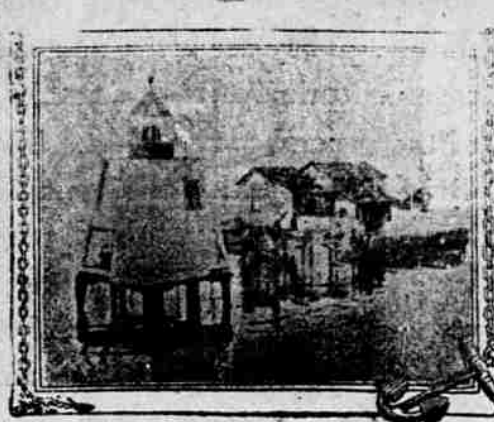
The transport Kilpatrick, with another lot of school teachers for the Philippines, may arrive at Honolulu today, from San Francisco.

The Celtic, the largest vessel ever built, not even excepting the Great Eastern, left Liverpool on July 26, on her maiden trip to New York.

The cruiser Philadelphia sailed for San Francisco yesterday afternoon at 4 o'clock. She exchanged salutes with the Bennington on her way out.

The barks Kalulani and Diamond Head sailed July 27 from San Francisco for Honolulu, almost in company, both vessels carrying full cargoes of merchandise.

The tug Fearless had a big day yesterday. In the forenoon she towed the Servia, bark Oregon and the Fort George to sea, and in the afternoon towed the Zealanian Vance out. The tug also assisted in docking the steamship Sierra at the Pacific Mail dock.



VESSELS IN PORT.

ARMY AND NAVY.

U. S. gunboat Bennington, Moore, from Yokohama, August 3.
U. S. tug Iroquois, Pond, Midway Island, August 4.

MERCHANTMEN.

(This list does not include coasters.)

Albert, Am. bk., Griffiths, San Francisco, July 30.
Anna M. Campbell, Am. schr., Smith, Port Gamble, June 24.
City of Hankow, Br. sp., Williamsop, Newcastle, July 18.
Charmar, Am. sp., Slater, Tacoma, July 26.
C. D. Bryant, Am. bk., Colley, San Francisco, July 3.
Defender, Am. schr., Masters, Hanamau, July 28.
Emily Reed, Am. sp., Baker, Newcastle, July 4.
Expansion, Am. schr., Larsen, Newcastle, July 18.
F. W. Slade, Am. schr., Sorensen, Sydney, July 24, for Eleale (anchored outside).
Hecla, Am. sp., Newcastle, July 13.
J. B. Brown, Am. sp., Knight, Newcastle, July 31.
J. B. Thomas, Am. sp., Zube, Port Stephens for Acapulco, put in here in distress, June 13.
Kipross, Br. sp., Locke, from Cardiff, August 1.
Mauna Ala, Am. bk., Smith, San Francisco, July 30.
Nokomis, Am. schr., Hanson, Port Gamble, July 21.
Prosper, Am. schr., Johannsen, Newcastle, June 17.
Rufus E. Wood, Am. bk., McLeod, Newcastle, July 10.
Rosamond, Am. schr., Johnson, San Francisco, July 14.
S. C. Allen, Am. bk., Johnson, San Francisco, July 19.
S. G. Wilder, Am. bkt., Jackson, San Francisco, July 28.
St. James, Am. bk., Tapley, Newcastle, July 10.
St. Nicholas, Am. sp., Brown, Sydney, July 24.
Sehome, Am. schr., Peterson, Iquiqui, July 10.

STEAMERS TO ARRIVE.

Name.	From.	Date.
Coptic—S. F.	Aug. 9
Gaelic—Yokohama	Aug. 13
Mariposa—S. F.	Aug. 17
America Maru—S. F.	Aug. 17

STEAMERS TO DEPART.

Name.	For.	Date.
Coptic—Yokohama	Aug. 9
Gaelic—S. F.	Aug. 13
America Maru—Yokohama	Aug. 17

Alameda a 16-Knotter.

The steamer Alameda, now at the Risdon Iron Works undergoing repairs, will be ready for business again this week, according to advices received from San Francisco, yesterday, but is not to go into commission again until September 1st. At that time the Alameda will take the place of the Mariposa on the Honolulu route, and the Mariposa will go to the Risdon Iron Works for her new boilers and to have her engines changed from compound to the triple-expansion type. The same change has been made in the Alameda, which will be able to make sixteen knots an hour. Both the Alameda and Mariposa are looked upon in steamship circles as particularly good vessels, and with more modern engines should be able to add to their reputation.

EVERY DAY FACTS.

Honolulu Produces Its Share—It Comes From Kawaiahao.

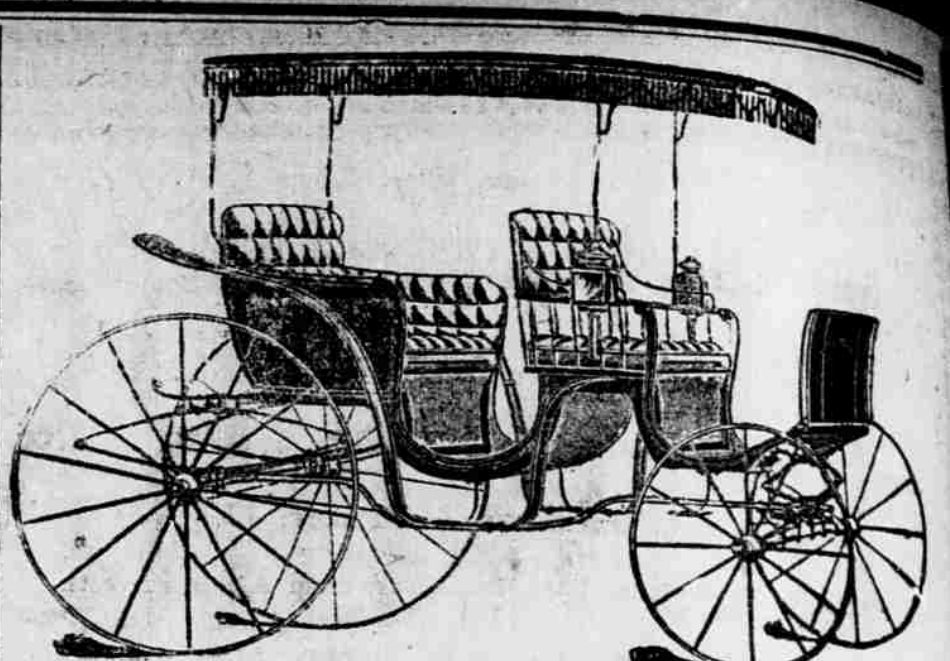
What makes anything a fact? Isn't it an occurrence of statement that can be proven true and correct in every particular? What constitutes conclusive evidence to the mind of a Honolulu citizen? Is it the statement of some one made in Texas or California? We think not, but when some of our own people make a statement and it is indorsed by many, there can be no question about that. Under these circumstances we call them facts, and they are every-day facts, because they are occurring every day. Don't take our word for what is said. If you are not satisfied, ask them; people don't make such assertions without good reasons.

The Rev. J. Nua of Kawaiahao informs us:

"I suffered from kidney trouble, which was, I believe, caused by my lifting heavy weights whilst young. Pains in the small of my back were one of the symptoms of my complaint. My trouble extends back to the time when I was 28 years of age, and as I am now 49, that is a considerable period. During all this time I was subject to pains in the back. They continued despite the fact that I consulted several physicians and took numerous remedies. No relief thus gained can be compared to the benefit obtained from using Doan's Backache Kidney Pills. I have got on wonderfully well since taking them. I am quite satisfied with the result, and shall always have some of the pills by me, even when going from Honolulu to other missionary fields in the South Pacific. There is no other remedy like Doan's Backache Kidney Pills for kidney complaints, including backache."

It is important to get the same pills which helped Mr. Nua—DOAN'S BACKACHE KIDNEY PILLS. Therefore, ask for Doan's Backache Kidney Pills.

Doan's Backache Kidney Pills are sold by all druggists and storekeepers at 50 cents per box (six boxes for \$2.50), or will be mailed on receipt of price by the Hollister Drug Co., Honolulu, wholesale agents for the Hawaiian Islands.



We desire to inform our patrons that for six months we have been ordering every description of Up-To-Date Carriages. To make room for these we have sold at a low price all old styles.

We have now to announce that our stock is ready for display and we invite anyone desiring a carriage to call.

We have several styles never shown before in Honolulu. Our Vehicles and prices are the best.

We are always glad to show our stock and it will bear the closest inspection.

Pacific Vehicle & Supply

COMPANY, LIMITED.

B. L. CUTTING, MANAGER.

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THIS IS WHAT WE OFFER TO OUR PATRONS.

FINE BUGGY AND SURREY.
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Horse and Stable Goods of all Kinds, in Great Variety.

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Dandy Brushes at Reduced Prices

REPAIRING A SPECIALTY.

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Telephone No. 228.

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For the TOILET AND BATH.

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A. H. OTIS

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NEW FURNITURE

Which will be sold at Lowest Cash Prices.

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AND ALL CIGAR STORES IN THE CITY.